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## MOTOR DEPARTMENT FOR STATE IS URGED

Proposed to Regulate Traffic and Curb Reckless Driving.

## LEGISLATIVE REPORT

Joint Committee Says Law Is Not Enforced Throughout State.

## COMMISSIONER IS NEEDED

License Restrictions and Testing Stations Are Recommended to Legislature.

Special Dispatch to THE NEW YORK HERALD, New York Herald Bureau, Albany, Jan. 24.

Creation of a new department to regulate automobile traffic and curb reckless driving which resulted last year in 1,981 deaths in this State is proposed by the joint legislative committee in a report submitted today to the Senate and Assembly.

More than 40,000 were injured by automobiles in the State and the percentage of accidents up-State was larger than in New York City, the committee found. "Restricting licenses, strictly enforcing speed laws through the State and the bonding of motor vehicle owners or enactment of a law requiring compulsory insurance against liability are some of the measures proposed. The report says:

"Non-enforcement of the traffic law and the motor vehicle law is almost universal throughout the State. Conditions in cities are better than elsewhere. In most localities no effort at enforcement is made.

"We recommend a law providing for a motor vehicle commissioner with ample powers and a sufficient force of inspectors and examiners to enforce the laws. State police might well be used to assist in the work of conserving human life and property. The toll is too great, with 1,981 killed and 40,000 injured, to neglect longer this important matter. Other States are reducing motor vehicle accidents, while in New York they are rapidly increasing.

## Real Menace Exist.

"Careless, incompetent and irresponsible operators constitute a real menace to the public who use our highways. We recommend a Statewide operators license, with the age limit of not under eighteen years. Outside the city of New York there is practically no limitation as to who may drive a motor vehicle, and we find the child, the aged person, the lame, the blind and the deaf, dealing out death to those who use our roads.

"Allow no one to operate a car without a license and provide for suspensions and revocations, and carefully scrutinize all applicants for licenses and this trouble can be controlled.

"Speeding causes more loss of life than any other one thing in connection with motor vehicles. Suspension of licenses and revocations have been found to be the best method of dealing with this evil.

"Overloading of trucks and then operating them at excessive speed renders these vehicles entirely beyond control. This practice is also destroying our highways.

"All trucks should be limited as to load and speed. New York is far behind most other States in this matter.

## Testing Stations Urged.

"Defective or inadequate equipment is the direct cause of many accidents. The glaring headlights, improperly adjusted brakes and other defects could be remedied by establishing testing stations on main roads, the same as is done in other States. Our headlight law is a farce and should be brought down to date at once. Here again is shown the need of an enforcement official.

"Financial irresponsibility of many owners and operators results in the unfair distribution of the economic waste caused by deaths, personal injuries and property damage from motor vehicle accidents. This subject is the most complex and difficult any will comply with the letter written last week by Mayor Hylan to Mr. Hubert demanding that the board take immediate action to check automobile accidents in the city.

The letter, which called some accidents, elicited immediate interest and steps were taken to appoint the special committee.

Alderman John Wirth asked that Alderman Peter J. McGuinness's ordinance now in the hands of the committee on public thoroughfares be acted upon, but it was held up for the special committee. This ordinance would require that all motor driven vehicles, except privately owned passenger cars, be equipped with governors, sealed by the Police Department, restricting the speed of such vehicles.

The special committee is expected to draft a comprehensive revision of the present traffic ordinance.

## SUPERPHONE DEVICE GIVES SECURITY ON PUBLIC WIRE

War Department Demonstration Shows Several Conversations May Take Place Over One Line Simultaneously Without Interference.

WASHINGTON, Jan. 24 (Associated Press).—The "superphone," an apparently simple attachment for telephones, which is said to assure absolute secrecy of communication and make possible multiplex telephony, was demonstrated today in the office of the chief signal officer of the army.

It was shown that one telephone line to which "superphones" were attached could be used for several conversations simultaneously and that no pair of speakers could hear or interrupt another pair.

The "superphone" it was explained, has been developed under the direction of R. B. Duncan, Jr., chief engineer of the Signal Corps research laboratory of the Bureau of Standards, assisted by S. Laler, assistant radio engineer. It is based on "wired wireless," or "line radio," invented about ten years ago by Major-General George O. Squier, chief signal officer of the army, and consists of a small portable set of instruments which may be installed in any office or residence in a few minutes and connected directly with existing telephone lines.

The invention, Signal Corps officials indicated, was obviously of great value for military purposes in case of war, because of its assurance of secret communication. It would be hardly less valuable, they said, to business men, bankers and others to whom it was desirable to have complete and assured privacy in confidential channels of communication.

The principles involved in the invention are the same as in "wired wireless," it was explained, high frequency alternating currents being employed.

Every day's delay in the completion of such important contracts as those with Interborough for the Forty-second street-Queens extension and with the B. R. T. for the Fourteenth street-Brooklyn extension, it was pointed out, would be a counter claim against the city in at least part liquidation of the nine or ten millions of dollars which the railway companies now owe the city in unpaid and overdue taxes, street paving charges and other obligations.

The transit law of 1921 provides that before the Transit Commission can consummate any plan for the unification and rehabilitation of the city's rail facilities each of the systems to be absorbed into the combination must liquidate its outstanding obligations. The commission now is rapidly approaching the time when it expects to make known the valuations which its expert assessors have placed tentatively upon the various properties to be included in the unified system. The statutory plan for reorganization, it is expected, will take definite form probably early in the spring.

When that time comes the subway, elevated and surface lines will be confronted with the necessity of making some kind of a settlement with the city in liquidation of the aggregate of about \$100,000,000 representing their arrears of taxes and other charges. Against that liability the operating companies then will set up the counter claim which the city is completing work to which it was committed by contractual obligations twelve years ago with Interborough and the B. R. T. to complete the city's rail facilities.

When the Board of Estimate on Monday postponed action on transit appropriations it referred to a committee composed of the Controller, the Corporation Counsel and Mr. Tuttle, chief engineer to the board, the question whether the recent court decisions made it obligatory upon the board to honor the companies' contract obligations when made.

"We will give the board our own opinion but they did not," said George McAneny, chairman of the Transit Commission, yesterday, "and will make no charge for the advice. That responsibility is squarely up to the Board of Estimate."

Mr. McAneny added that the Transit Commission did not contemplate taking any legal steps to prod the board toward the discharge of its duty. From other authoritative sources of information it was learned that neither the Interior, which has the B. R. T., nor the Corporation Counsel, either for damages or to compel the city to comply with its contractual obligations. It is no less certain, however, that both the operating corporations, when the hour of settlement with the city has arrived, will not fail to set up counter claims as stated, that these claims will aggregate many millions of dollars and that sum is being swelled by each added month of delay.

HARVARD ENTRANTS ARE FIT. CAMBRIDGE, Mass., Jan. 24.—Young men entering Harvard this year were remarkably free from serious physical defects, Dr. Roger I. Lee, professor of hygiene, found in examinations. It was announced today. Less than one per cent of the men examined were found to have neglected teeth, poor eyesight or enlarged, diseased tonsils.

About 48 per cent of the freshmen and 54 per cent of the men entering the business school said they smoked.

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## HARDING CAMPAIGN DEBT IS \$708,161

G. O. P. National Committee Has Collected \$1,400,000 in 15 Months.

CHICAGO, Jan. 24 (Associated Press).—The Republican National Committee owes \$708,161 for the campaign of 1920, which resulted in the election of President Harding, according to figures made public today by Fred W. Upham, national treasurer.

This amount will be reduced Thursday, however, when Mr. Upham meets the New England Finance Committee in Boston. The New England committee will report funds raised since their last report.

The outstanding indebtedness includes \$521,250 borrowed from the New York Trust, Empire Trust and Chase National Bank of New York; \$127,500 borrowed from the First National and Old Colony Trust of Boston; and \$112,111.22 borrowed from the Crocker National Bank of San Francisco.

At the close of the campaign in November, 1920, the committee was \$1,682,000 in debt, including \$1,405,000 in loans, \$132,000 in unpaid bills and \$65,000 owed to various State committees. In fifteen months \$1,400,000 has been collected, of which \$741,250 was applied to the loans, the State committees were paid off, unpaid bills were settled, to the loans the State committees paid spent for the operation of the national committee, leaving about \$80,000 cash on hand.

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## CITY'S TRANSIT LOSS RUNS INTO MILLIONS

Interborough and B. R. T. Damages Pile Up Fast Under Hylan Regime Delay.

SETTLEMENT DATE SOON Board of Estimate in Holding Up Contracts Creates Bad Complications.

The Board of Estimate, in holding up arbitrarily contracts essential to the fulfillment of the old dual subway agreements, it was declared yesterday by competent legal authority, is piling up against the city millions of dollars in liabilities which will have to be met and settled later as a municipal charge.

Every day's delay in the completion of such important contracts as those with Interborough for the Forty-second street-Queens extension and with the B. R. T. for the Fourteenth street-Brooklyn extension, it was pointed out, would be a counter claim against the city in at least part liquidation of the nine or ten millions of dollars which the railway companies now owe the city in unpaid and overdue taxes, street paving charges and other obligations.

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## CHARTER REVISERS CLASSIFY CITIES

175,000 People or More First Class, 50,000 to 175,000 Second, All Others Third.

AMENDMENT AGREED ON Three Drafts of Plan for Legislative Body Ordered After a Split.

The Charter Revision Commission, in session yesterday, approved by a close margin the draft of a constitutional amendment to be submitted to the Legislature revising the classification of cities and defining the reviewing powers of Mayors over legislation affecting them.

Because of a split over the kind of a legislative body that should be set up for New York City under a revised charter, former Judge Edward J. McGoldrick, counsel of the commission, was instructed to draft three plans to be submitted two weeks hence.

The proposed amendment classifies cities of the first class as those having populations of 175,000 or more; cities of the second class between 50,000 and 175,000; all other cities third class.

Laws relating to a single city or to any county wholly within the limits of any city would be defined as special laws, and would not become effective until submitted to the Mayor of the city affected. General laws would relate to all cities of one or more classes, and would not be subject to such local review.

The amendment is designed to prevent further enactment of State legislation with local application burdening expenses upon the city of New York without the consent of the city government.

Edward M. Bassett and Comptroller Craig opposed the submission of an amendment at this time. Herman A. Metz, former City Comptroller, said it was essential that conditions be remedied soon and that the Legislature be relieved immediately of its present legislative burden. He urged that the amendment be passed by the city without review by the Mayor, particularly in the matter of fixing salaries of employees paid by the city. Comptroller Craig was doubtful whether the amendment even would be ironed against such delays.

On motion of Lewis A. Delafeld the motion to adopt was carried, though opposed by Comptroller Craig, Mayor Hylan, Mr. Bassett and Edward Riegleman, President of the Borough of Brooklyn.

The fact that the Mayor committed recently submitted to the State's Charter Revision Committee a recommendation that would provide the city with the identical relief proposed in the amendment was regarded generally as a motive for speed to boost the Hylan administration.